THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) No, Sir.

(b) Does not arise.

(c) No Sir.

(d) Haldia being a lube oil refinery, utilises major quantity of vaccum distillates for production of lube oil base stock and thus feedstock for FCC Unit is not available.

Survey for Doubling of Dound-Wadi Railway Section

2995. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of RAILWAY be pleased to state:

(a) whether it is a fact that the engineering cum-traffic survey for additional line capacity works including doubling of Dound-Wadi Section was carried out by SC Railway and its report was submitted to the Railway Board in 1980;

(b) if so, the phases of doubling work proposed and other main features of the report, including cost of each item;

(c) whether part of Dound-Solapur-Wadi Section, namely the Sahabad-Gulbarga section which was doubled in 1969 in phases, has been put into operation and is operative to over-Saturation point; and

(d) whether in view of the high passenger and goods traffic potential of the Dound Wadi Section Government propose to undertake doubling of this part according high priority thereto; if so, the details of the schedule contemplated therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF):

(a) Yes, Sir.

(b) (i) Phase-I

Section	Length	Cost of the phase
1. Daund-Bhigvan	27.590	
2. Pophlaj-Jeur	8.660	
3. Pakni-Hotagi	31.090	Rs. 30,74,42,715/-
4. Baroti-Killali	23.500	
5. Gulbarga-Shahabad	26.450	
(ii) Phase-II		
1. Bhigvan-Pophlaj	37.26	
2. Jeur-Kurduwadi	34.34	Rs. 19,63,28,324/-
3. Hotgi-Boroti	36.69	
(iii) Phase-III		
1. Kurduwadi-Paki	62.42	
2. Kulali-Gulbarga	40.04	Rs. 18,96,99,079/-

(c) Yes, Sir.

(d) Some of the traffic on this line is expected to be diverted on the alternative routes resulting from Gauge conversion works in this area. Doubling will be considered if found justified, after Gauge conversion in the areas gets completed and the traffic pattern stabilises.